- **Social, Economic, and Environmental Conditions Networks**

  Demographics

  The existing minority population along NC 18 is similar to the county average, while the income level is about 75% below the county average.

  Economic

  Currently, the land surrounding NC 18 is very rural consisting of farmland and forests with some residential development. Future economic growth along NC 18 is not foreseeable due to the watershed.

  Environmental

  There are no known natural environmental features in this area. The human environment along NC 18 includes a church.

- **Cost Estimates**

  The cost estimate for this recommendation is based on widening the existing roadway to NCDOT standards, adding an additional four foot shoulder for bicyclists, and mitigating for possible impacts to wetlands. The cost estimate for this recommended facility is $3,275,300.

NC 182

- **Summary of Need**

  There is a need to improve NC 182 within the planning area to provide a safer bicycle facility.

- **Summary of Purpose**

  Improving the existing NC 182 should enable the roadway to accommodate automobiles and bicycles, while providing a safer facility for cyclists.

- **Roadway Conditions**

  Existing Characteristics

  NC 182 is a major collector on the Federal Functional Classification System. This roadway, which runs southwest to northeast through the southwestern portion of the planning area, links Johnstown and Lincolnton. The roadway is a two-lane undivided cross-section, approximately eighteen to twenty feet in width without shoulders with a speed limit of 55 mph.

  Existing Conditions

  2003 AADT volumes range from 810 vpd to 3,300 vpd. With a current practical capacity of 11,000 vpd, the existing ratio of traffic volume to practical capacity ranges from 0.07 to 0.3, meaning NC 182 is currently operating at levels satisfactory to users.

  Projected Conditions

  Little growth is anticipated in this area in the future. Traffic projected on NC 182 for the year 2030 ranges from 1,200 vpd to 6,600 vpd, which is well below the current capacity on the roadway.